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MANAGER, Hongkong, 24th July, 1906. [a1459]

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The Daily Press.

HONGKONG, SEPTEMBER 25TH, 1906.

The London Daily Telegraph, following the lead of the German Post, is evidently satisfied that China's new army will prove a serious handful for the first Power that engages it in battle. The article, reproduced elsewhere, bears indications of being well informed, and is noteworthy because its estimate is so different to that generally adopted by observers on the spot. It will be remembered that the last manoeuvres gave rise to a chorus of admiration, in the midst of which our Tientsin correspondent's less enthusiastic comments were practically drowned. The approaching autumn manoeuvres are already drawing particular attention to the question, with which "W. F." in the *Pall Mall Gazette* dealt last month somewhat bewilderingly. Those who studied his figures and deductions as reproduced the other day in our columns will remember that "W. F." who formerly disbelieved in China's power to raise an effective national army, had changed his mind. He said:

"The items of rifles and ammunition would mean that a minimum expenditure of, say, £3,500,000 would have to be met during and at the completion of their manufacture. There were no such sums available, of course; hence the writer has hitherto maintained that, so far from China's new army being on the road to realising the 'Yellow Peril' romance, was its limit; and even to raise those she has had to debase her coinage. There is little doubt as to her possessing the material both in quality and quantity, even if — is probable — less than 2 per cent of her enormous population can be relied upon to look the foreigner in the eyes." still, that would mean a total of seven millions of men in the prime of life (which the writer has found to be between the ages of twenty-two and thirty-six, for military purposes), and this would easily allow of three years' banner

Official returns issued yesterday show that the Colony continues free from infectious disease.

The schedule of the Hongkong Horticultural Society has been issued, announcing that the exhibition is to be held in the latter part of February, 1907. The secretary, Mr. F. Howell invites suggestions.

At the offices of the Public Works Department yesterday afternoon, Garden Lot No. 29, situated near Inland Lot No. 1711, Bowen Road, was let, by public auction sale. The lot contains 10,700 square feet and carries an annual Crown rent of £24. The upset price was £535. It was bought by Mr. Young Sai-ngam for £355.

The directors of the Fatsian-Samshui Railway are considering means to repair that line, but the cost will amount to £1,000,000 and they are discouraged. They will try to repair it in small sections and finish the whole work that way. The result of such tactics can be easily foreseen and would result in serious damage, says the *Canton Daily News*. The Yant Han Railway Co. is trying to purchase the railway and has asked Viceroy Shum to delegate a person who will appraise it.

and nine years' reserve service. Of course in furnishing information regarding such a usually "over the mercantile head matter," the ordinary native, however well informed, is rather at a loss; but even if he errs in detail the writer is convinced that he has got hold of the main lines of the new military machine which in nine years' time could give China 1,350,000 splendid troops!"

This sort of opinion seems to be growing more and more prevalent; and it is only reasonable that we should reconsider the position with a view to noting if there be any newer information that should modify our previous scepticism. Even though we are promised another decade before the Chinese army ceases to be a negligible quantity, we cannot afford to ignore it if a real change is likely to have then taken place. Reviewing the various references of the kind to which we have referred, it is not easy to see what has happened in the meantime to inspire them. The yellow peril has not become appreciably yellower. There are two Viceroyal Armies, and an imposing lot of native volunteers at Shanghai, but we are still a long way from beholding a national army. The unity necessary is as much lacking as ever it was. The boycott last year was to have proved the existence of this national spirit. The evidence cannot be said to have been overwhelmingly convincing. And it needs even better organization to make an army. There is no evidence that the Chinese hereditary contempt for soldiers and soldiering has given way to the fighting instinct; and we leave it to Viceroy YUAN to give him the opportunity to be selected as a Clark of the new court at Shanghai, of which Judge Willey, formerly of Manila, is judge.

At American technical magazine has recently been full of denunciations of the proposal to adopt the metric system, not because the metric system is not good in itself, but because of the dislocation it would involve. It remains to be seen whether the Americans will be more pliable in the matter of spelling "reform" than they have been in the alteration of weights and measures; or whether they will regard the President's pronouncements as one of those little foibles from which not even the greatest are exempt.

For several months before the close of the fiscal year 1905/06, the prediction was made in the United States of America that the foreign trade of the nation would be found to be very close to the three billion dollar mark if it did not exceed that sum. The figures are now published, and they foot up the tremendous total of \$2,970,378,991. In other words, they come within \$30,000,000 of the amount predicted. Of this immense total the value of American exports, including merchandise and staples of the soil, was \$1,743,763,612.

The Viceroy Yuan Shih-kai evidently thinks that the foreign Consuls in some of the Treaty Ports have taken unto themselves greater power than that which is generally assigned to Consuls in other countries. They decide questions which require higher than Consular authorities to pronounce judgment on. To remedy this evil, which interferes greatly with the exercising of power and dispensation of justice by the Chinese Government, the Viceroy of Chihli has instructed four mandarins, all graduated law students from Japan, to examine into the proper scope of the Consular authority with a view to curbing their excessive power.

Every summer, a self-stroking Paris doctor puts on a top hat on one of the hottest days and goes out to test the temperatures inside it. This time he announces the following figures. In the Bois de Boulogne, on a morning when the thermometer in the ordinary shade stood at 77 Fahrenheit, the temperature registered in the shade of the top hat was 83.6. At two p.m., on the Place de la Concorde, it was 107.6 inside the hat. From four to five in the comparative cool of the tribunes of the Law Courts, the wretched doctor's head was still 86.8. Finally, after dark, in the Luxembourg Gardens, the top-hat temperature had not gone below 87.8. What would it be in Hongkong?

The Lord Chief Justice of England has dismissed an action by the Sait Union, Limited, against Messrs. Brunner Mond, Limited, claiming damages estimated at more than £38,000, and an injunction restraining defendants from further abstracting brine to the injury of the plaintiffs. The plaintiffs and defendants are owners of the adjoining salt-producing areas in Cheshire, and plaintiffs' case was that defendants had inflicted serious injury on them by pumping brine, which came from their property, in such a way as to cause injury to their land and buildings by subsidence. His lordship held that plaintiffs had failed to prove any actionable wrong, and dismissed the case with costs.

Messrs. E. Meyer & Co., a German firm at Chemulpo, have inaugurated a regular line between Shanghai, Chefoo and Tairen (Dairen). Another line between Shanghai, Chefoo, Chemulpo, Nagasaki, Fusan, Wonsan and Vladivostock. Three German steamers are employed on these lines. One of them entered Tairen on the morning of the 9th and left for Chefoo at 4 p.m. She is the first foreign steamer entering Tairen since the port was opened to international trade. The two other steamers will call at Tairen fortnightly. At present it is hopeless to expect either cargo or passengers between Tairen and Vladivostock, but as Tairen is a free port the future trade between Tairen and Shanghai is of importance for those German steamers.

By a special Bill in Congress, plans have been sanctioned for an entrance to New York Harbour with all the features of what may be termed an ocean boulevard. The cost will be £700,000, and the boulevard will be 2,000 feet wide, forty feet deep, and 8 miles long. At the sea entrance to the channel moderate light vessels will be placed, and directly in line with it a beacon light on Staten Island, Midway in the channel two range lights will be placed, so that the navigator can never lose his range, no matter what the weather may be. In addition to the principal lights, small buoys will be fixed all along the channel, making the route as light as day. Those on the Brooklyn and Coney Island side will be red, and those on Staten Island side white.

THE HONGKONG DAILY PRESS, TUESDAY, SEPTEMBER 25TH, 1906.

TELEGRAMS.

[DAILY PRESS] EXCLUSIVE SERVICE.]

SHIPBUILDING STRIKE
IMMINENT.

LONDON, September 24th.

Ten thousand shipbuilders on the Clyde have notified their intention of going on strike unless their wishes are met.

THE CUBAN REBELLION.

LONDON, September 24th.

It is expected that peace will be restored in Cuba without American intervention.

In fighting which has taken place 10,000 whites have been killed, and many negroes.

THE NEGRO QUESTION.

LONDON, September 24th.

At Atlanta (Georgia) a race war is feared.

THE SULTAN ILL.

LONDON, September 24th.

The Sultan of Turkey is ill. He is believed to be suffering from cancer in the kidneys.

[REUTER'S SERVICE.]

RUSSIA.

LONDON, 22nd September.

It has now been learned that the reason the Tsar did not attend the funeral of the late General Trepoff, was the discovery, at the last moment, of a deep-laid revolutionary plot. Many arrests have been made, including several palace servants.

THE SAN FRANCISCO OVERLAND
ROUTE.

ITS AGENT BUSY AS USUAL.

We are indebted to Mr. T. D. McKay, the general Passenger Agent of the San Francisco Overland Route, for a handsome map of the United States issued by the world famous Pennsylvania Railroad Company. The map is an excellent production and we are assured that the topography is correct. The various lines of the Great Trans-Continental railways are given also the principal steamer routes on the Great Lakes, Atlantic, Gulf and Pacific Seas, and the various round the world lines of steamers are shown. The Pennsylvanians is one of the best known to tourists to America as it is the main artery leading into the Capital at Washington and passes through the industrial city of Pittsburgh, the Birmingham of the United States. The line is known all over the world for its speed, efficient service, and luxuriousness of travel comfort.

It is already the most popular highway between the West and East in America, and with its extensive connections affords the traveller a variety of routes across the Continent, all finally conducting him into the great trade centres in the East, New York, Baltimore, Philadelphia and Boston.

THE "MOLDAVIA" IN THE
FAR EAST.

WAS IT A PIONEER TRIP?

The big P. & O. ship, *Moldavia*, has returned to Colombo after her maiden voyage to the Far East, undertaken, says the *Ceylon Weekly Times*, with the evident object of educating the Eastern ports in the possibility of comfort and speed attainable by traveling in the bigger P. & O. vessels.

There has been much speculation in Colombo and elsewhere as to the reason which induced the P. & O. Company to send the *Moldavia* out to the China seas. Everybody who ought to know all about it ains't his shoulders and professes to have no idea, but it is now pretty clear that the voyage was a feeder, to ascertain whether it would be worth the Company's while to offer the Far Eastern passengers the advantages which the Company now affords to Australasians of going home and back in the bigger ships without transhipment in Colombo. The German steamers at present attract a much larger measure of passenger traffic between China and Europe, because they are able to give their passengers a straight unbroken run. The P. & O. Company probably believe they would change that if they could only save for passengers the unpleasant transhipment at this port. Things seem now to be trending this way, and the impression has been created everywhere that the *Moldavia* went out to feel the way and cast shadows of coming events.

There is nothing surprising at the success of the *Moldavia*'s mission to the Chinese waters. She is a fine big ship, roomy, comfortable, well-appointed, with a splendid service and general officers. We shall await the further developments of the P. & O. designs with interest and assurance.

THE TYPHOON.

HARBOUR OFFICE NOTES.

The fairway is being rapidly cleared of wreckage, but there are several junks which must be blown up.

Hopes are still entertained that the San

"Stanley" has gone to Wuguan light-

house with relief day in advance. The explanation is that a Chinese, dangerously

injured, has been picked up there.

In connection with the scheme of relief for

former junks and lighters owners it is interesting

to note that a new design of lighter is under

consideration by the Harbour Master. While

affording suitable living space on board it will

be generally of greater convenience than the

present style of lighter.

Preparations were made for another typhoon

on Sunday night or Monday morning, but

fortunately there was no such visitation

although the wind was blowing rather strongly,

and the sea was very rough.

LOOTERS STILL ACTIVE.

Notwithstanding the activity of the police
footers continue their nefarious work, and daily
the number of persons charged at the Magistracy
on this count is increasing. It is believed that
many unprincipled coolies have made large
sums of money from proceeds of the floats
they have stolen. The police on night duty at
Kowloon have surprised numerous gangs
burying stolen treasure at night, and much
valuable property has been recovered. Many
coolies are leaving companies in which they
have been employed, to take a hand at the more
lucrative, although illegal, business of looting.
Even some of the Indian police are unable to
withstand the temptation. Yesterday the
magistrates dealt with over eighteen cases.

An Indian sergeant from Tsui-tsze-mui, near
Quarry Bay, was charged with stealing four
bags of sugar and \$61 from a ship in distress.

The hearing of the case was adjourned.

At Kowloon City, two natives were arrested for

being in unlawful possession of \$1,300 worth of

chemicals. They had no defense and were each

fined \$25. Among the many cases from Kow-

loon was one in which a coolie was caught strip-
ping copper from the bottom of a lighter on the

beach. He was fined \$25, and sat in the stocks

for six hours at a point from which it was

convenient for him to view his ill-considered handi-

work. A Chinese constable at Yau-mui, who

attempted to arrest four men with a bag con-

taining four thousand odd cents in their

possession, was severely handled by the footers.

Before they could escape with their treasure,

however, their arrest was effected. They were

each sentenced to a month's imprisonment and

six hours stocks. In other cases which were

heard the defendants were fined in amounts

ranging from \$5 to \$25.

MORE STORIES OF HEROISM.

Although late in the day, stories of heroism
in the storm still come to hand. The launch
"Enoch" was among other craft taking shelter
in the Naval yard at night when the typhoon was
at its height. A number of sampans there
were knocked against each other by the fury
of the waves and one containing a woman and
three children was smashed to pieces, and the
occupants left struggling in the water. Seeing their predicament, Mr
W. Baker, engineer in charge of the
"Enoch" immediately jumped overboard and
swam to their assistance. He succeeded in
rescuing all four, and it is recorded that when
safely landed the woman wrapped twenty cents
in a piece of joss paper and handed it to her
preserver with the remark "fungshui." Mr
Baker's action was a praiseworthy one, seeing
the risk he ran of being hurt by the floating
wreckage.

TEACHERHOUSES HAVENS.

Canway Bay and Chiwan Bay in the New
Territory, are generally supposed to be havens
in which lighter craft can find protection from a
storm. That they have afforded safety during
previous storms is well known, but in the last
the vessels lying

HONGKONG FOOTBALL CLUB.

The twentieth annual meeting of the Hongkong Football Club was held at the Hongkong Hotel last evening. Mr. Frank Brown (president) was in the chair, and there were also present Messrs. H. F. Chard (Rugby Captain), H. C. Gray (association captain), P. W. Goldring, A. O. Lang (members of committee), R. H. Crofton (hon. sec., E. F. Acock), H. G. C. Bailey, H. J. O. Barnett, F. O. Davies, A. M. Forrest, H. L. Garrett, T. C. Gray, F. C. Hall, W. H. Williams, C. B. Hayward, R. Henderson, C. C. Hickling, E. Humphreys, J. P. F. Jack, F. C. Kendall, H. M. Kendall, A. B. Livesey, R. Miller, A. Morley, C. M. Preshaw and S. M. Thorne.

The PRESIDENT—Gentlemen, the report has been before you, and it is useless for me to say very much, because as you very well know the season has been a very good one. No less than 44 matches were played. That is a very large number, and I think it is, at any rate, as many as we have played in any previous season. One very good feature about the matches was that they were commenced very promptly, and I don't think in any season have I seen such cooperation on the part of players with their captains. This cooperation has greatly assisted the latter in their work, and enabled them to provide matches for players. It has always been the policy of the Club to provide as many matches for as many players as possible. In the Shield competition the Club got further than it has done for many years. The final match was played in unfavourable weather conditions but nevertheless after an intensely exciting game they were beaten by only two goals to nil. I hope next year we shall be more successful. A pleasing feature last year was the visit of a team from Canton. I hope this will be an annual fixture, and that matches will take place either here or at Canton. The committee congratulated themselves on having a balance of £300.14 that would be available to a large extent to commence the season with, but on account of the typhoon the stand is completely wrecked and the dressing room seriously damaged, so we are not going to have such a favourable start as we should have otherwise had. Then you will notice a slight deficit of £65.80 in the account of the Football Challenge Shield Committee. As regards that deficit, when we come to miscellanea business, any member who may wish to make a recommendation will be able to do so. The season has been a good one, and our thanks are due to our two captains for their efforts (hear, hear). Mr. Chard unfortunately thinks it is time for him to retire (no). I am sure we don't think it so, still he feels he would like to make room for someone else. I am glad to say Mr. Gray will continue. Our thanks are due also to our hon. secretary, Mr. Crofton, and I am sorry to hear that he also would like to make way for somebody else. I am sure we are sorry to lose his services. His is a thankless task—I won't say thankless because we thank all those who assist footballers in any way—but he has had a great deal of work to do. We would thank the treasurer, Mr. Hanchan, members of committees and others for anything they may have done to help football in the past season, not forgetting Mr. Miller who deserved a good deal of time in connection with the shield (hear, hear). I hope the season now commencing will prove as good as the last. The report and accounts are now open for discussion.

As no questions were asked the PRESIDENT proposed the adoption of the report and accounts.

Mr. CHARD seconded and the motion was carried.

Mr. CROFTON proposed the re-election of Mr. Frank Brown as president of the Club. He was an excellent president and displayed tremendous energy for a man of his years.

Mr. BAILEY seconded, and the motion was carried with acclamation.

Mr. CHARD moved the appointment of Mr. T. E. Pearce as captain of the Rugby team.

Mr. KENDALL seconded and the motion was carried.

Mr. H. C. Gray was re-appointed to the captaincy of the association team on the motion of the PRESIDENT seconded by Mr. GARRETT.

Proposed by Mr. GARRETT, seconded by Mr. MILLER and carried unanimously that Mr. A. M. Forrest be elected treasurer.

Mr. T. C. Gray was elected secretary new, on the motion of Mr. CROFTON seconded by Mr. MACPHERSON.

The ballot for committee resulted in the following members being appointed:—Messrs. A. O. Lang, R. Miller, G. E. Morell, H. F. Chard, Kendall and P. W. Goldring.

Members decided that the attention of the Shield Committee should be drawn to the fact that there was a balance due to the treasurer of the Club of £65.80.

Discussion followed regarding the loss of gate money, and as to the advisability of abolishing medals and persuading men to play for the olive branch. Eventually it was decided to leave these matters in the hands of the committee.

This was all the business, and a vote of thanks to the Chairman concluded the meeting.

THE "MANCHURIA" REFLOATED.

The Manila *Cablenews* prints the following message:—

Honolulu, September 7.—Manager Ward Pillbury of the *Manchuria* was fatally injured while engaged on the work of floating the vessel. The *Manchuria* was successfully taken off the reef and has sustained but comparatively little damage.

ST. ANDREW'S SOCIETY.

REVIEWS.

Love Among the Chickens, by P. G. WODEHOUSE. London: George Bell & Sons.

This is refreshingly new, a tale written in the spirit of Mr. Jerome's "Three men in a Boat," of a modern author who spends a summer holiday with a Micawberish friend who is running a poultry farm. The author falls in love with a pretty neighbour, and his wooing of her into parent quite eclipsed in interest the legitimate wooing. He asks for the paternal consent while they are swimming in the sea, and gets it on the golf links, just as he lets the old gentleman beat him at the last hole in the club final. To tell any more would be unfair; it is a capital book with which to brighten a dull afternoon.

True Tales of Mountain Adventure, by Mrs. AUBREY LE BOND. London: T. Fisher Unwin.

This work was first published in 1902 and was successful that a third edition was called for within three months. The author, an experienced mountaineer herself modestly calls it "for non-climbers old and young," but prefuses them by four chapters of a practical nature, and the tales being themselves narratives of facts embody much of advice and warning to climbers, even to those with some experience. Most of the tales are thrilling and all are interesting and the book is illustrated by over sixty photographs. To those who are jaded by a long residence in the East there is no better place to spend a holiday in Europe than amongst the Alps. As the author says: "It takes him amongst the grandest scenery in the world, it shows him the forces of nature let loose in the blinding snow storm or the roaring avalanche. It lifts him above all the petty friction of daily life, and takes him where the atmosphere is always pure, and the outlook calm and wide. It brings him health, and leaves him delightful recollections." We recommend those contemplating a change from dollar making to follow the author's advice and we recommend them to buy her book as a preliminary.

The Travels of Mungo Park. London: GEORGE NEWNES Limited.

This is another of Newnes Ltd.'s thin paper classics. Of a nice size, printed in clear type, on thin paper, it is a pretty and an interesting production. It is bound in limp lambkin and the price is 3d. A look at the book is almost sufficient to revive one's interest in the travels of this early African explorer.

Natural and Apologetic Theology (in Chinese) by the Rev. HAMPDEN C. DU BOIS. Shanghai: Chinese Tract Society.

The Rev. Mr. Du Bois has a fine record of translating work done for the spread of the Faith that is his. He has also written extensively, and this manual for preachers to the Chinese is a product of his pen, in which he gives in easy *Wen-ki* his own synthesis of the fundamental evidences of Christianity. The introduction and table of contents show that to reason with Chinese sceptics (who are as able as they are numerous) "all the sciences and 'ologies seem to have been captured and harnessed to the gospel chariot." If it be possible by searching to find out God, this book should be an ideal help.

East of Asia Vol. 5, No. 2. Shanghai: North China Herald office.

We have heard that this publication may cease for lack of support; but we hope the necessary support will revive and improve. It is only necessary to glance through the current numbers to see that it is a case of deserving success. No adequate idea of the superb illustrations can be given in words, and the reading matter must be read to be appreciated. The contents include articles on Chinese Gardens of Unnatural History by Isaac Taylor Headland; Foreign Devils and Others, by Wm. Arthur Cory; more Gems of Chinese Poetry by The "Chinese Hermit"; a second instalment of Ningpo under the Tai-pings, by Archdeacon A. E. Moule; New China, by W. W. Lindsay; and an account of a Visit to Kalgan and a Trip into Mongolia, by the Rev. G. H. Bouditch. All are good, but those we have named happened to appeal most to the reviewer.

Book-Keeping down to date, by A. MUNRO. London: Edinburgh Wilson, 2s. 6d.

Twice we have noticed this book in terms of high praise, and now we are asked to speak of a third edition—the third in nine months. Further comment after such evidence as that seems superfluous. We need only point out that the title hardly embraces the book's usefulness. It is a desk reference book that would be valued in every business office.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 24th at 5.30 a.m.—Signal lowered.

On the 24th at 12.05 p.m.—The barometer has risen over S. China and the Philippines.

The typhoon has probably moved up the Gulf of Tongking.

Gradually on sight on the coast between Hongkong and N. China.

Weather improving over the China Sea.

The returns from the Japanese stations are lacking this morning.

Telegraphic communication between the Observatory and Hongkong continues interrupted.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.27 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

The M.M. str. *Tourane*, with the next French mail, left Singapore yesterday at 5 p.m., for this port via Sisig.

The str. *Gregory* Apam, from Calcutta, left Singapore on the 22nd inst., a.m., and may be expected here or about the 27th inst.

The C.P.R. str. *Atherton* left Yokohama on Saturday, the 22nd inst., p.m., for Victoria and Vancouver.

LATEST STEAMER MOVEMENTS.

The T.K.K. str. *Hongkong Mara* will leave Manila for this port Tuesday noon, and will be due to arrive Hongkong Thursday afternoon the 27th inst.

The M.M. str. *Tourane*, with the next French mail, left Singapore yesterday at 5 p.m., for this port via Sisig.

The str. *Gregory* Apam, from Calcutta, left Singapore on the 22nd inst., a.m., and may be expected here or about the 27th inst.

The C.P.R. str. *Atherton* left Yokohama on Saturday, the 22nd inst., p.m., for Victoria and Vancouver.

OUR REAL SHIPPING RIVALS.

NOT JAPANESE, BUT GERMAN.

Shipowners, or at all events the majority of them, are not making money just now. This seems curious, seeing that the Board of Trade returns are going up by leaps and bounds, and that presumably there is more ocean carriage to be done. But the truth is, says the *Daily Telegraph*, that the enormous amount of new tonnage put into the water of late has exercised an adverse influence. It is estimated that the shipping under the British flag now totals 17,000,000 tons, as compared with 17,000,000 tons a year ago. That of itself represents a substantial increase in carrying capacity. In the meantime the merchant fleets of the rest of the world have grown from 19,000,000 tons to close on 20,000,000. Roughly a million and a half tons more of shipping is now available for the conduct of the world's trade than was the case a year ago. The area of ocean commerce is steadily widening, in the sense that one part of the world lays the other under ever-growing contribution, but it requires a great deal of trade to keep another million and a half tons of vessels employed.

Ought we to stand in awe of the Japanese as shipowners? On the face of it there looks to be some justification for answering the question in the affirmative. Japan now owns a million tons of merchant shipping, or more than a fourth of that possessed by Germany, and nearly as much as that claimed by Italy. Large additions have been made during and since the war, and, according to the latest reports, further shipbuilding is to be engaged in. Added to this, the Nippon Yusen Kaisha, the principal Japanese shipping company, has lately paid a half-year's dividend at the rate of 15 per cent. This looks as if the Japanese really understood shipowning as well as shipbuilding, for in the matter of construction they are practically independent of us to-day. But competent and impartial critics on the spot are by no means assured that the Japanese are going to drive all before them on the ocean. They are in many ways a wonderful people, and in certain directions their ability seems to know no bounds. But they have not mastered the first principle of successful steamship enterprise—economical working. It would possibly be incorrect to say that they have been spoilt by subsidies, but as a factor in the steamship world they have certainly not been helped by them. In the main, too, they own steamers which are not by any means new. This 15 per cent. dividend is not the result of ordinary trading, but a profitable outcome of the war, for the Government made heavy calls on the Nippon Company's fleet. Thus, though the Nippon Company may run across mill services to the aforesaid parts of the earth, the Japanese are not regarded, as likely to sweep the seas. Our real competitors are the Germans. As yet they have been content to leave our tramp trade, preferring for themselves the more showy part of the business, but they are competitors who will remain, and who will have to be reckoned with everywhere.

SOLE AGENTS: H. PRICE & CO.

TELEPHONE NO. 133.

36

No. 3 FOLDING POCKET KODAK (23-12-6d) \$3.00

4 CARTRIDGE " 25-15-0d \$6.00

LONG. HING & CO.

No. 17, QUEEN'S ROAD.

135

THE BOAR'S HEAD BRAND.
GUINNESS' STOUT.

IRELAND'S BEST.

IF YOU REQUIRE STOUT, WHY NOT GET THE FULL VALUE OF YOUR MONEY IN OBTAINING THE BEST, ONLY THE BEST?

THESE ARE NO TWO OPINIONS ABOUT THIS

PER CASE 8 DOZ. Pts.

3.00

PER DOZEN

17.00

2.25

SOLE AGENTS:

H. PRICE & CO.

WINE MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

CHINA'S NEW ARMY.

A COMPLETE REORGANISATION.

It is as yet but dimly realized, says the *Daily Telegraph*, that China is rapidly forming a new army on a strictly European model, which may possibly have a surprise in store for the first Power that comes to blows with the Middle Kingdom. Some interesting particulars of the process of reorganization are supplied by a correspondent of *Die Presse*, which was adopted in 1902, is the formation of an army of thirty-six divisions, all of which are to be established by the year 1922. Up to the present seven divisions have been created under the aegis of Yuan Shih-Kai. Governor-General of the province of Pei-chih. They constitute the so-called Pei-yang Army, and are distributed as follows: The first, and third divisions at Pao-ting-fa, the second at Shantung-kwan, the fourth in Ma-chang, the fifth in Tsing-tau, the sixth in Pekin, and the seventh in Chang-ting-fa. A division consists of four infantry regiments of three battalions each, cavalry regiments of three squadrons, five batteries of field artillery (each with six guns), and a pioneer and a transport battalion. These troops have an establishment strength of 9,650 men. If to this number are added some 1,400 grooms, cooks, &c., who are in China not reckoned on the establishment, each division consists on a peace footing of about 11,000 men. The seven divisions, therefore, must altogether be 77,000 strong. However, the first, or Manchukuo Division, is not yet ready, and at present consists of only the first brigade of 5,500 men. The second brigade is in process of formation, and its organization is to be completed by the end of this year. At this moment Yuan Shih-Kai commands a force of 71,500 men.

The fact that in China compulsory service has not yet been introduced, observes the German writer, has had a retarding effect on the carrying out of the programme of army reorganization. It is true that in consequence of the high pay there has been a great rush of recruits, but it is no longer the case as formerly that every applicant is accepted. On the contrary, only those are enrolled who are strong and healthy, and can produce a warranty of character from the authorities of their native village. Moreover, some knowledge of reading and writing is required. The provinces of Honan and Shantung supply most of the best recruits. All who are enrolled must pledge themselves to serve three years with the colours, after which they will pass into the reserve for seven years during which they will receive a monthly allowance of one tael. This will be paid at the treasury of the district in which they reside on presentation of their service papers. The Government will then know the whereabouts of all the recruits, and be able to bring them back to the colours when occasion arises.

Great progress has been made with the provision of a supply of officers. The chief cadet school at Pao-ting-fa forms the learning ground for the entire corps of officers. Eight hundred students are educated annually in this institution. After a four years' course they take their places in the army as lieutenants. Among the teachers are five Japanese officers, and, indeed, the Japanese are in every direction playing an important part in the army reorganization. But the three ex German officers have been retained in their positions in recognition of their long services to the Chinese army. This, says the writer of the article, may be positively affirmed, in spite of all statements to the contrary. The text and instruction books, as well as the regulations, both for the cadet school and for the army itself, have for the most part been adopted Japanese.

In the important question of armament, the Chief Commander of the Pei-yang Army is endeavouring to obtain unity throughout the entire force. This object has been practically attained with the infantry, for six of the seven divisions are armed with Mauser rifles and carbines (83 millimetres). Only the first division carries at the present time the Meiji rifle of 65 millimetres calibre, which the Japanese army is now armed. The Testing Commission has, however, on the ground of the experience of the Russo-Japanese war, definitely decided in favour of the Mauser rifle, so that the first division will soon be supplied with this weapon. The Meiji rifle will then be handed over to the gendarmerie and the schools. A unified armament has not as yet been found practicable for the artillery. Side by side with the most modern guns one finds in some divisions old models of different origins dating back to the seventies and eighties. The chief obstacle to a uniformity of armament for the artillery is the fact that the Artillery Commission of Inquiry has not yet decided on the adoption of any particular model. The question still rests with the Artillery Commission of Inquiry, which has not yet decided on the adoption of any particular model. The question still rests with the Artillery Commission of Inquiry, which has not yet decided on the adoption of any particular model.

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NOTICE.

Advertisements respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Advertisers and Address: PRESS, Codes: A. B. C., 5th Ed., Lieber's. P. O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

FOR SALE.

THREE HARDWOOD LIGHTERS. Newly built and Coppered. First class Condition. Prompt delivery. For further particulars, apply to D. S. DADY BULIMOR, care of "Daily Press," Office, Hongkong, 25th September, 1906. [1783]

CRAIGENGOWER CRICKET CLUB.

THE ANNUAL GENERAL MEETING of the Members of the above Club will be held in the Pavilion, Wong Nei Chong Recreation Ground, TO-DAY (TUESDAY), the 25th instant, at 5.30 p.m.

A. E. ASGER, Hon. Secretary, Hongkong, 25th September, 1906. [1782]

THE HONGKONG & KOWLOON WHARF & GODOWN COMPANY, LIMITED.

DURING the TYPHOON of the 18th September, DAMAGE by Sea and/or Rain Water was sustained to some of the Cargo at sea in the Company's Godowns. Owners, Consignees, and others interested are requested to INSPECT and CARE FOR their Goods, for which purpose every Assistant will be accorded by the WHARF COMPANY. EDWARD OSBORNE, Secretary.

Hongkong, 25th September, 1906. [1784]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHEW.

THE Company's Steamship "HAIKAN," Captain J. S. Beach, will be despatched for the above Ports on or about MONDAY, the 25th inst., at Noon, instead of as previously advertised.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 25th September, 1906. [1781]

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship "TOURANE," Captain Lancelin, will be despatched for the above Ports on or about MONDAY, 1st Oct.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 25th September, 1906. [1782]

NORDDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 p.m. to-day.

No Claims will be admissible after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st Oct. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 1st Oct., at 10 a.m.

All Claims must reach us before the 6th Oct., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & Co., Agents.

Hongkong, 24th September, 1906. [1783]

STOCKBROKERS' ASSOCIATION OF HONGKONG.

NOTICE.

THE SEPTEMBER SETTLEMENTS

will take place on FRIDAY, the 28th instant.

By Order of the Committee,

E. S. JOSEPH, Hon. Secretary.

Hongkong, 24th September, 1906. [1777]

NOTICE.

THE PUBLIC HEALTH & BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a COMMISSION

has been appointed to enquire into and

Report on the following matters, viz.—

1. Whether the administration of the Sanitary and Building Regulations

enacted by the Public Health and Building

Ordinance, 1903, as now carried out

is satisfactory, and, if not, what improvements can be made.

2. Whether any irregularity or corruption

exists or has existed among the Officials

charged with the administration of the

aforementioned Regulations.

The Commission earnestly invite the

Inhabitants of Hongkong and Kowloon to

co-operate with them by forwarding any

complaint they may have to make or suggestion

to offer in connection with the matters aforesaid

to the undersigned.

Any person examined as a witness in the

enquiry aforesaid who in the opinion of the

Commissioners makes a full and true disclosure

touching all the matters in respect of which he

is examined will receive a certificate from the

Commission which will protect the witness

against any civil or criminal proceedings which

may be instituted against such witness in

respect of any matter touching which he has

been examined.

By Order,

W. BOWEN ROWLANDS, Secretary.

Hongkong, 7th July, 1906. [1881]

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING

of the MEMBERS of the above Club

will be held in the Pavilion TO-MORROW

(WEDNESDAY), the 26th instant, at 5.30 p.m.

By Order of the Committee,

A. R. LOWE, Secretary and Treasurer.

Hongkong, 19th September, 1906. [1785]

INTIMATIONS
HONGKONG CLUB.

NOTICE.

THE TENTH DRAWING of SIXTY-FIVE DEBENTURES of the HONGKONG CLUB, (\$100 each), was held in the HONGKONG CLUB HOUSE on THURSDAY, the 29th instant, when the following DEBENTURES were DRAWN for Redemption:

64	528	775	1053	1589
97	516	784	102	1632
110	562	807	111	1701
149	634	879	112	1702
255	676	923	127	1807
303	644	947	123	1879
344	661	949	124	1885
383	687	967	126	1894
442	689	972	133	1901
446	701	1013	143	1945
470	705	1014	147	1951
488	712	1037	154	1988
497	736	1055	154	1989

Hongkong, 24th September, 1906. [1778]

MACKAY & MACARTHUR LTD., Bangkok.

Hongkong, 24th September, 1906. [1778]

CITY AND HILL DISTRICT WATER-WORKS.

GOVERNMENT WORKSHOP.

REQUIRED a WORKSHOP OVERSEER, an European Trained Mechanic having a good Knowledge of Machines and Fitting Work, and capable of undertaking repairs to steam engines and pump-work. He must also be able to keep proper accounts of the men's time and all stores issued and received. Salary at the rate of £240 rising to £270 a year by £15 increments. The appointment to be a temporary one subject to a month's notice on either side in the first instance.

Applications with copies of testimonials to be addressed to the Director of Public Works not later than NOON on SATURDAY, the 29th September, 1906.

W. CHATHAM, Director of Public Works. Public Works Department. Hongkong, 22nd September, 1906. [1779]

WANTED.

LADY leaving for Europe on S.S. "GENERAL" Oct. 18th, REQUIRES

A BRIGHT YOUNG WOMAN to travel to Europe. Must speak French and English, or French and German, and be fully competent to take charge of any aged fire. Address, giving particulars and naming references.

"FRIEDE," CARE OF MELCHERS & CO., Hongkong, 22nd September, 1906. [1769]

WANTED IMMEDIATELY.

DOCTOR FOR EMIGRANT SHIP, bound for Singapore.

Apply—BUTTERFIELD & SWIRE, Hongkong, 20th September, 1906. [1763]

GOVERNMENT OF BRITISH NORTH BORNEO.

REVENUE FARMS FOR 1907, 1908 & 1909.

TENDERS will be received by the SECRETARY to the GOVERNOR at Jesselton, on or before 20th October, 1906, for the following REVENUE FARMS for the year 1907, or for the three years 1907, 1908 and 1909.

OPUM FARM.

SPIRIT LICENSE FARM.

PAWBROOKING FARM.

CUSTOMS FARM.

GAMBLING RESTRICTION FARM.

For Particulars, apply to—GIBB, LIVINGSTON & CO., Hongkong.

Hongkong, 31st July, 1906. [1495]

AUCTIONS.

NOTICE.

THE SALE of SUNDY NAVAL, VICTUALLING, OBSOLETE and CONDEMNED STORES will take place TO-DAY (TUESDAY) and TO-MORROW (WEDNESDAY) the 26th and 27th Sept., 1906, commencing each day at 10 a.m. sharp, instead of as previously advertised.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 20th September, 1906. [1755]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction.

TO-MORROW (WEDNESDAY), the 26th September, 1906, at 11 a.m., at his SALE ROOMS, Duddell Street,

THE WHOLE OF THE STOCK in TRADE, FURNITURE and FIXTURES, and the GOODWILL of MESSRS. GREGOR & CO. (Wine and Spirit Merchants).

TO BE SOLD IN ONE LOT.

The Stock Comprising—

225 CASES CLARET, 50 CASES CHAM-PAIGNE, 50 CASES WHITE WINES, 55 CASES ASSORTED LIQUEURS, 55 CASES SHERRY, 45 CASES BRANDY,

40 CASES HOOCH, 50 CASES BURGUNDY,

25 CASES GIN, 30 CASES SAUTERNE,

25 CASES WHISKEY, 45 CASES BEER,

27 CASES VERMOUTH, 10 CASES RUM, etc., etc.

All bearings given are Magnetic.

T. J. ELDRIDGE, Acting Coast Inspector.

Coast Inspector's Office, Shanghai, 15th September, 1906. [1773]

NOTICE TO CONSIGNEES.

THE PUBLIC HEALTH & BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a COMMISSION

has been appointed to enquire into and

Report on the following matters, viz.—

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enacted by the Public Health and Building

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is satisfactory, and, if not, what improvements can be made.

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to offer in connection with the matters aforesaid

to the undersigned.

For further Particulars, apply to the

undersigned.

TERMS.—As Customary.</

BANKS

THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.

CAPITAL PAID-UP..... £300,000
RESERVE LIABILITY OF SHAREHOLDERS..... £200,000
RESERVE FUND..... £978,000

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balance
On Fixed Deposits for 12 months 4% per cent
" 3% " 2% "

T. P. COCHRANE,
Manager.

Hongkong, 10th May, 1906. 114

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL..... £1,500,000
SUBSCRIBED..... £125,000
PAID-UP..... £62,500
RESERVE FUND..... £35,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily balance
On FIXED DEPOSITS—

For 12 months..... 4%
" 6 " 3%
" 3 " 2% "

E. ORMISTON,
Manager.

Hongkong, 29th March, 1906. 26

HONGKONG & SHANGHAI BANKING CORPORATION

PAID-UP CAPITAL..... \$10,000,000
RESERVE FUND—
STERLING RESERVE..... \$10,000,000
SILVER RESERVE..... \$10,250,000

RESERVE LIABILITY OF PROPRIETORS..... \$10,000,000

COUNCIL OF DIRECTORS.
A. HAUPT, Esq.—Chairman.
G. H. MEDHURST, Esq.—Deputy Chairman.
G. Balch, Esq.
E. Goetz, Esq.
H. M. J. GRONSON,
C. R. Lennemann, Esq.
D. M. Nissim, Esq.

CHIEF MANAGER
Hongkong—J. R. M. SMITH

ACTING MANAGER:
Shanghai—W. ADAMS GRAM.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent on the daily balance.

On FIXED DEPOSITS.

For 3 months 2% per cent per annum.
For 6 months 3% per cent per annum.
For 12 months 4% per cent per annum.

H. E. R. HUNTER,
Acting Chief Manager.

Hongkong, 17th September, 1906. 23

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP.—Sh. Taels 7,500,00

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS, BEIJING.

BRANCHES:
Berlin, Calcutta, Hankow, Peking,
Tianjin, Tsinanfu, Tsingtao, Kobe,
Yokohama, Singapore.

Founded by the following Banks and
Bankers:

KÖNIGLICHEN SEEHANDLUNG (PRUSSISCHE
STAATSBANK) Berlin.

DIREKTION DER DISCONTO-
GEMEINSCHAFT
DEUTSCHE BANK
S. BLEICHROEDER
BERLINER HANDELS-
GEMEINSCHAFT
BANK FÜR HANDEL UND
INDUSTRIE

ROBERT WARSCHAUER & CO.
M. A. VON ROTHRACH &
SÖHNE

JACOB S. H. STEIN

NORDDEUTSCHE BANK IN HAMBURG, HAMBURG.

SAL. OPPENHEIM, JE., & CO., KÖLN.

BATTESCHIEN HYPOTHEKEN-UND WECHSEL-
BANK, MÜNCHEN.

LONDON BANKERS:

MESER. N. M. ROTHSCHILD & SON:

THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

DEUTSCHE BANK (LONDON), LONDON AGENCY

DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be
learnt on application. Every description of
Banking and Exchange business transacted.

HUGO SUTER,
Manager.

Hongkong, 1st May, 1906. 27

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules
may be obtained on application.

INTEREST on deposits is allowed at 3%
PER CENT. per annum.

Depositors may transfer at their option
balances \$10 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4% PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION.

H. E. R. HUNTER,
Acting Chief Manager.

Hongkong, 30th May, 1906. 24

THE BANK OF TAIWAN LIMITED

(INCORPORATED BY SPECIAL IMPERIAL
CHARTER)

CAPITAL SUBSCRIBED..... Yen 5,000,000
CAPITAL PAID-UP..... 2,500,000

HEAD OFFICE—TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:

Amoy Kobo Taiwan

Amping Nagasaki Tamsui

Foochow Osaka Tokio

Keelung Shanghai Yokohama

HONGKONG OFFICE:
3, DES VIEUX ROAD.

Interest allowed on Current Account
Deposits received on terms which may be learned
on application.

D. TOHDOW, Manager.

Hongkong, 1st July, 1906. 199

BANKS

NEDERLANDSCHE HANDEL
MAATSCHAPPIJ,
(NETHERLANDS TRADING SOCIETY).
ESTABLISHED 1824.

PAID UP CAPITAL FL. 45,000,000 (£3,750,000).
RESERVE LIABILITY OF SHAREHOLDERS..... £200,000
RESERVE FUND..... £5,000,000 (£417,000).

HEAD OFFICE IN AMSTERDAM.

HEAD-AGENCY: BATAVIA.

Branches—Singapore, Parang, Shanghai,
Rangoon, Sampan, Sourabaya, Cheribon,
Pekan, Pecalongan, Pasuruan, Tjilatjap,
Pekan, Melan (Deli), Palembang, Kota
Raya, (Achen), Telok-Samawe, (Achen).

Branches—Macassar, Bombay,
Colombo, Madras, Pondicherry, Calcutta,
Bangkok, Siam, Haiphong, Hanoi, Amoy,
Yokohama, Kobe, Melbourne, Sydney, New
York, San Francisco, &c.

London Bankers—

THE UNION OF LONDON AND SMITH'S BANK,
LIMITED.

BANKERS:

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at
the rate of 2% per annum on the Daily balance

On FIXED DEPOSITS—

For 12 months 4% per annum
" 6 " 3% " 2% "

E. ORMISTON,
Manager.

Hongkong, 26th March, 1906. 26

HONGKONG & SHANGHAI BANKING CORPORATION

PAID-UP CAPITAL..... \$10,000,000

RESERVE FUND—
STERLING RESERVE..... \$10,000,000

SILVER RESERVE..... \$10,250,000

RESERVE LIABILITY OF PROPRIETORS..... \$10,000,000

COUNCIL OF DIRECTORS.

A. HAUPT, Esq.—Chairman.

G. H. MEDHURST, Esq.—Deputy Chairman.

G. Balch, Esq.

E. Goetz, Esq.

H. M. J. GRONSON,

C. R. Lennemann, Esq.

D. M. Nissim, Esq.

CHIEF MANAGER

Hongkong—J. R. M. SMITH

ACTING MANAGER:

Shanghai—W. ADAMS GRAM.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per
cent on the daily balance.

On FIXED DEPOSITS.

For 3 months 2% per cent per annum.

For 6 months 3% per cent per annum.

For 12 months 4% per cent per annum.

H. E. R. HUNTER,
Acting Chief Manager.

Hongkong, 17th September, 1906. 23

THE YOKOHAMA SPECIE BANK
LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED..... Yen 24,000,000

CAPITAL PAID-UP..... " 21,000,000

CAPITAL UNCALLED..... " 3,000,000

RESERVE FUND..... " 13,700,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:

Tokyo Kobo Nagasaki

Osaka Lyons New York

London Honolulu Bombay

San Francisco Tientsin Newchwang

Shanghai Peking Mukden

Dai-ki Chefoo Tsi-ling

Port Arthur

LONDON BANKERS.

THE LONDON JOINT STOCK BANK, LIMITED.

THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent
per annum on the daily balance.

On fixed deposits for 12 months 4% per annum.

For 6 months 3% per annum.

For 3 months 2% per annum.

H. PINCKNEY,
Manager.

Hongkong, 22nd September, 1906. 613

INTERNATIONAL BANKING
CORPORATION.

Fiscal Agents of the United States in China

and the Philippines and the
Republic of Panama.

CAPITAL..... Gold \$10,000,000

AUTHORISED..... Gold \$3,250,000

CAPITAL PAID-UP..... Gold \$3,250,000

RESERVE FUND..... Gold \$3,250,000

HEAD OFFICE—New York.

LONDON OFFICE—Threehounds House, E.C.

Branches and Agents all over the World

LONDON BANKERS.

NATIONAL PROVINCIAL BANK OF ENGLAND
LIMITED.

UNION OF LONDON AND SMITH'S BANK,
LIMITED.

BRITISH LINEN COMPANY BANK.

The Corporation transacts every description
of Banking and Exchange business, receives
money in Current Account and accepts Fixed
Deposits at the following rates—

For 12 months 4% per cent per annum.

For 6 months 3% " "

For 3 months 2% " "

H. PINCKNEY,
Manager.

SHIPPING.

ARRIVALS.

CARL DEDERICHSEN, German str., 774, Hans Schlaifer, 24th Sept., Haiphong and Hoikow 23rd Sept., General and Pigeon & Co.
CHUNSAK, British str., 1,417, R. Cox, 24th Sept.—Samrang 16th Sept., Sugar—Jordine, Matheson & Co.
HALLAN, French str., 277, L. Anderson, 22nd September—Pakhoi and Haiphong 21st Sept., General—A. R. Marti.
GERIDA, German str., 2,355, Ph. Kier, 24th Sept.—Shanghai 21st Sept., Hamburg—America Line.
LYDIA, German str., 3,500, C. Meyer, 23rd Sept., Moji 16th Sept., Coal—Siemssen & Co.
MARIE, German str., 1,169, J. Petersen, 23rd September—Haiphong 20th Sept., Ballast—Jensen & Co.
MATHILDE, German str., 931, N. Schneemann, 24th Sept.—Chefoo 18th Sept., Beaufort & General—Jensen & Co.
PRINZ ERICH, German str., 3,902, P. Griesch, 24th Sept.—Yokohama 15th Sept., Mail and General—Melschers & Co.
PRINZ ERICH, German str., 3,302, D. Lenz 21st Sept.—Sydney 1st Sept., and Manila 21st Sept., General—Melschers & Co.
PROTEUS, Norwegian str., 1,024, N. C. Krabbe, 23rd Sept.—Bangkok 10th Sept., and Swatow 22nd, Rice and General—Nippon Yusen Kaiha.
RAGNAE, Norwegian str., 1,220, H. G. Nielsen, 23rd Sept.—Shanghai 19th Sept., Ballast—Aagaard, Thorsen & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE
Sept. 24th.
Chipping, British str., for Tientsin.
Jacob Dederichsen, German str., for Canton.
Kiln, British str., for Singapore.
Main, Norwegian str., for Nagasaki.
Marie, German str., for Swatow.
Pharao, German str., for Canton.
Pindar, British str., for Singapore.
Rubi, British str., for Manila.

DEPARTURES.

Sept. 24th.
JOSHIN MARU, Japanese str., for Tamsui.
PITSANOK, German str., for Canton.
HOLMA, Norwegian str., for Saigon.
Sept. 25th.
CHOWFA, German str., for Canton.
Coptic, British str., for San Francisco.
HONGKONG, French str., for Hoikow.
KEONGWA, German str., for Bangkok.
MAUNA, British str., for Sandakan.
SANUKI MARU, Japanese str., for Kobe.

SHIPPING REPORTS.
The German str. *Carl Dederichsen* reports. Strong N.E. wind and considerable sea.
The German str. *Liberia* reports: During the passage had strong easterly winds and heavy sea. From outside Wagan Island lighthouse to Lyemong passage passed 11 dead bodies, the most of them apparently Chinese.
The Norwegian str. *Proteus* reports: On Thursday the 26th got a typhoon at 2 a.m. lasting till midday. No damage on the ship. Met several dead bodies and a lot of wreckage. Signalled to Gap Rock and Wagan, but cable broken.

VESSELS IN DOCK.
Sept. 24th.
ABERDEEN DOCKS—Quinta, Signal.
KOWLOON DOCKS—Chawacha, Woerlich, Sorogon, Vigilante, Ch. Herdman, Sulbury, Devaughan, Prins Waldemar, Fri. Johanne, Frangate.

COSMOPOLITAN DOCKS—Radnorshire, Strathmore.

VESSELS ON THE BERTH
FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"LIGHTNING,"
Captain J. G. Spence will be despatched for the above Ports on FRIDAY, the 28th inst., at 3 P.M., instead of as previously advertised.
For Freight, apply to

DAVID SASSON & CO., LTD.,
Agents,
Hongkong, 20th September, 1906. (1750)

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"AUSTRALIAN,"
Captain St. John George, will be despatched for the above Ports on SATURDAY, 29th inst., at NOON.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.
A Surgeon and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents,
Hongkong, 6th September, 1906. (1690)

COMPAGNIE DES MESSAGERIES MARITIMES.
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON.
SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, A. D. E. N., E. G. Y. P. T., MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship
"SALAZIE,"
Captain Ailland, will be despatched for MARSELLES on TUESDAY, the 2nd October, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:
SS. "OCIANJEN" ... 16th Oct.
SS. "TOULANE" ... 30th Oct.
SS. "TOMKIN" ... 13th Nov.
SS. "ARMAND BEHIC" ... 27th Nov.
SS. "ERNEST SIMONS" ... 1st Dec.
G. de CHAMPEAUX, Agent.

Hongkong, 19th September, 1906. (2)

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, AMSTERDAM & ANTWERP.	CYCLOPS	Brit. str.	1 m.	Butterfield & Swire	To-day.	
LONDON DIRECT VIA USUAL PORTS OF CALL.	CELENA	Brit. str.	—	P. & O. S. N. Co.	On 4th Oct., at Noon.	
MARSELLES, LONDON & ANTWERP, &c.	SOCOTRA	Brit. str.	—	P. & O. S. N. Co.	About 27th inst.	
MARSELLES, &c., VIA PORTS OF CALL.	FRANCO	French	—	MESSAGERIES MARITIMES	On 2nd Oct., at 1 P.M.	
BREMEN, VIA PORTS OF CALL.	PRINZ ERICH	Ger. str.	1 m.	MELCHERS & CO.	TO-morrow, at Noon.	
HAVRE, ROTTERDAM & LIVERPOOL.	KINTUCK	Brit. str.	k. w.	BUTTERFIELD & SWIRE	On 30th inst.	
HAVRE, ANTWERP & HAMBURG.	SENEGAMBIA	Ger. str.	—	HAMBURG-AMERIKA LINIE	On 10th Oct.	
HAVRE, BREMEN, HAMBURG VIA STRAITS, &c.	SEVIA	Ger. str.	k. w.	HAMBURG-AMERIKA LINIE	On 16th Oct.	
HAVRE & HAMBURG VIA STRAITS, &c.	BRISGAVIA	Ger. str.	k. w.	HAMBURG-AMERIKA LINIE	On 16th Nov.	
COPENHAGEN, SCANDINAVIAN, &c., BALTIQUE PORTS.	SITHONIA	Ger. str.	k. w.	HAMBURG-AMERIKA LINIE	On 30th Nov.	
HAVRE, HAMBURG & COPENHAGEN	NIORAH	Dan. str.	—	MELCHERS & CO.	About End of Oct.	
HAMBURG	HAESBURG	Ger. str.	k. w.	HAMBURG-AMERIKA LINIE	On 2nd Nov.	
LIBERIA	Filler	Brit. str.	k. w.	HAMBURG-AMERIKA LINIE	On 27th inst.	
LIBERIA	Stabilis	Brit. str.	k. w.	SANDER, WIELER & CO.	To-day.	
LIBERIA	Kier	Brit. str.	k. w.	HAMBURG-AMERIKA LINIE	About 9th Oct.	
LIBERIA	DODWELL & CO., LTD.	Am. str.	—	SUBAN, TOME & CO.	On 16th Oct.	
LIBERIA	DODWELL & CO., LTD.	Am. str.	—	CANADIAN PACIFIC R. CO.	On 27th inst., at 4 P.M.	
LIBERIA	DODWELL & CO., LTD.	Am. str.	—	CANADIAN PACIFIC R. CO.	On 3rd Oct., at Noon.	
LIBERIA	DODWELL & CO., LTD.	Am. str.	—	BUTTERFIELD & SWIRE	On 29th inst.	
LIBERIA	DODWELL & CO., LTD.	Am. str.	—	TOYO KISEN KAISHA	Quick despatch.	
LIBERIA	DODWELL & CO., LTD.	Am. str.	—	MELCHERS & CO.	To-morrow, at 4 P.M.	
LIBERIA	DODWELL & CO., LTD.	Am. str.	—	GIBB, LIVINGSTON & CO.	On 29th inst., at Noon.	
LIBERIA	DODWELL & CO., LTD.	Am. str.	—	T. Moore	On 5th Oct.	
LIBERIA	DODWELL & CO., LTD.	Am. str.	—	St. John George	Beginning of Oct.	
LIBERIA	DODWELL & CO., LTD.	Am. str.	—	E. P. Martin, R.N.	About 29th inst.	
LIBERIA	DODWELL & CO., LTD.	Am. str.	—	J. H. Brown	About 10th Oct.	
LIBERIA	DODWELL & CO., LTD.	Am. str.	—	Lancelot	Quick despatch.	
LIBERIA	DODWELL & CO., LTD.	Am. str.	—	F. R. Summers	To-morrow.	
LIBERIA	DODWELL & CO., LTD.	Am. str.	—	Davies	Quick despatch.	
LIBERIA	DODWELL & CO., LTD.	Am. str.	—	S. Tazami	To-morrow, at 4 P.M.	
LIBERIA	DODWELL & CO., LTD.	Am. str.	—	J. A. Merlin	On 29th inst., at 10 A.M.	
LIBERIA	DODWELL & CO., LTD.	Am. str.	—	J. S. Hosch	On 30th inst., at 10 A.M.	
LIBERIA	DODWELL & CO., LTD.	Am. str.	—	Sommerill	On 1st Oct.	
LIBERIA	DODWELL & CO., LTD.	Am. str.	—	F. Mooney	About 3rd Oct.	
LIBERIA	DODWELL & CO., LTD.	Am. str.	—	R. Rodger	On 29th inst., at 4 P.M.	
LIBERIA	DODWELL & CO., LTD.	Am. str.	—	W. E. Sower	On 29th inst., at Noon.	
LIBERIA	DODWELL & CO., LTD.	Am. str.	—	Bradley	On 27th inst., at 3 P.M.	
LIBERIA	DODWELL & CO., LTD.	Am. str.	—	J. G. Spence	On 29th inst., at 3 P.M.	

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP TONN. CAPTAIN FOR SAILING DATE.

STEAMSHIP	TONN.	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2,540	R. Rodger	Manila	On 29th Sept., NOON.
RUBI	2,540	R. Almond	Manila	On 6th Oct., NOON.

For Freight or Passage apply to SHEWAN, TOME & CO., GENERAL MANAGERS. Hongkong, 25th September, 1906. (15)

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY. FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "SOUTH AMERICA" On 16th October.

For freight and further information apply to SHEWAN, TOME & CO., GENERAL AGENTS. Hongkong, 9th August, 1906. (19)

HAMBURG-AMERIKA LINIE. HOME LINE—HOMeward.

TAKING CARGO AT THROUGH RATES TO ANWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LIEGE, OPORTO, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIQUE PORTS, NORTH AND SOUTH AMERICAN PORTS, ALSO VIA ADELAIDE OR PORT SWIDY BY THE "ARABIC PERSIAN SERVICE" TO ARABIAN AND PERSIAN GULF PORTS.

STEAMERS DESTINATION TO SAIL.

SHANGHAI, KOBE & YOKOHAMA ... BRISGAVIA ... 28th Sept.

YOKOHAMA & KOBE ... *HABSBURG ... 25th Sept.

SEGOVIA ... Beginning of Oct.

SHANGHAI, KOBE & YOKOHAMA ... SITHONIA ... 14th Oct.

SHANGHAI, YOKOHAMA & KOBE ... C. FERD. LAEISZ ... 25th Oct.

SHANGHAI, KOBE & YOKOHAMA ... ANDALUSIA ... 13th Nov.

SHANGHAI, YOKOHAMA & KOBE ... AMBRIA ... 27th Nov.

HOME LINE—HOMeward.

TAKING CARGO AT THROUGH RATES TO ANWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LIEGE, OPORTO, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIQUE PORTS, NORTH AND SOUTH AMERICAN PORTS, ALSO VIA ADELAIDE OR PORT SWIDY BY THE "ARABIC PERSIAN SERVICE" TO ARABIAN AND PERSIAN GULF PORTS.

STEAMERS DESTINATION TO SAIL.

HAVRE, ANTWERP and HAMBURG ... SENEGAMBIA ... On 10th Oct.

HAVRE, BREMEN and HAMBURG ... SUEVIA ... On 16th Oct.

NAPLES, HAVRE and HAMBURG ... *HABSBURG ... On 2nd Nov.

HAVRE and HAMBURG ... BRISGAVIA ... On 16th Nov.

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.

FROM	STEAMERS	OUT
GLASGOW and LIVERPOOL	"MENELAUS", "NINGCHOW"	On 27th September.
GLASGOW and LIVERPOOL		On 27th September.
FOR LONDON, AMSTERDAM and ANTWERP	"CYCLOPS"	On 25th September.
HARVEY, ROTTERDAM and LIVERPOOL	"KINTUCK"	On 30th September.
		via Bangkok.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND

COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FROM	STEAMERS	OUT
VICTORIA, SEATTLE, TACOMA, & all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKO- HAMA	"NINGCHOW"	On 20th September.
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST		
		For Freight, apply to—
		BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 4th August, 1906.

[9.10]

CHINA NAVIGATION CO.
LIMITED.

STEAMERS

TO SAIL

FOR	STEAMERS	TO SAIL
MANILA	"TEAN", "LIANGCHOW", "KUOKIANG", "YOCHEW"	On 25th September.
TIENTSIN		On 26th September.
NINGPO and SHANGHAI		On 28th September.
SHANGHAI		On 1st October.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 5th October.

The attention of Passengers is directed to the superior accommodation offered by these
Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified
Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

[11]



OSAKA SHOSEN KAISHA.
REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
TAMSUI VIA SWATOW AND AMOY	"MASAN MARU", S. TAGAMI	SUNDAY, 30th Sept., at daylight.
SHANGHAI VIA SWATOW, AMOY AND FOOCHOW	"SOSHU MARU", T. SUGIYA	SUNDAY, 30th Sept., at 10 A.M.
ANPING VIA SWATOW AND AMOY	"AKASHI MARU", J. A. MERLIN	WEDNESDAY, 3rd Oct., at 10 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and
are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office
at Second Floor, No. 1, Queen's Buildings.

CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER
11 DAYS ACROSS THE PACIFIC is the "EMPEROR LINE," Saving 5 to 10 days' Ocean Travel.
11 DAYS YOKOHAMA TO VANCOUVER,
18 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).
TONS LEAVE HONGKONG ARRIVE VANCOUVER
"EMPEROR OF JAPAN" 6,000 " THURSDAY, 27th Sept. 15th Oct.
"MONTEAGLE" 6,163 " WEDNESDAY, 3rd Oct. 27th Oct.
"EMPEROR OF CHINA" 6,000 " THURSDAY, 25th Oct. 12th Nov.
"TARTAR" 4,425 " WEDNESDAY, 31st Oct. 24th Nov.
"EMPEROR OF INDIA" 6,000 " THURSDAY, 22nd Nov. 10th Dec.
"ATHENIAN" 3,882 " WEDNESDAY, 28th Nov. 22nd Dec.

"EMPEROR" Steamers will depart from HONGKONG at 4 P.M.
Intermediate Steamers at 12 NOON.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA of JAPAN), KOBE,
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
Express, and at Quebec with the Company's NEW PALATIAL "EMPEROR" Steamships,
14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA
and 29 days from HONGKONG.

Hongkong to London, 1st Class..... via St. Lawrence £60; via New York £62.
Intermediate Steamers at 12 NOON.

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and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. GRADDOCK, Acting General Agent,
Corner Pedder Street and Praya, opposite Blake Pier.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL REMARKS.

FOR	STEAMERS	TO SAIL	REMARKS
MARSEILLE, LONDON and ANTWERP via SINGAPORE	SOCOTRA	About 27th September	Freight only.
PENANG, COLOMBO and PORT SAID	Capt. W. R. Hickey	September	General— Butterfield & Swire.
YOKOHAMA via SHANGHAI, NILE MOJI and KOBE	Capt. E. P. Martin, R.N.R.	About 29th September	Freight and Passage.
SHANGHAI	Capt. F. R. Summers	About 3rd October	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 20th September, 1906.

SHIPPING IN PORT.

STEAMERS.
ANDREE RICKMERS, German str., 1,920, W.
Tubert, 18th Sept.—Bangkok 11th Sept.,
General—Butterfield & Swire.

CHANGSHA, British str., 1,463, T. Moore, 4th

Sept.—Melbourne via ports 31st July,
General—Butterfield & Swire.

CHOWA, German str., 1,551, F. Spiesen, 22nd

Sept.—Bangkok 10th, Rice, X.
Butterfield & Swire.
CHOWAT, German str., 1,511, W. Mollermann,
13th Sept.—Bangkok 9th Sept., General—
Butterfield & Swire.
DAOMAR, German str., 921, M. Engelhart,
13th Sept.—Bangkok 7th Sept., Rice and
General—Butterfield & Swire.

DERWENT, British str., 1,363, J. Jenkins, 17th

Sept.—Saigon 13th Sept., General and
Rice—Chinese.
DEVANIA, German str., 1,262, T. V. Brulin,
5th Sept.—Bangkok 27th Aug. and Hoilow
3rd Sept., Rice and Meal—Norddeutscher
Lloyd.

DRUAR, Norwegian str., 1,102, J. Ring, 21st

September—Tegal 13th Sept., Sugar and
Molasses—Angard, Thorson & Co.

WOOLWICH, British str., 1,845, A. Stoker, 11th

Sept.—Salina Cruz 26th July—China
Commercial Steamship Co.

YOSHUN, Chinese str., 1,079, J. A. Pratt, 17th

Sept.—Swatow 16th Sept., General—
Chinese.
Z. Y. DE ALMAGRO, Amer. str., 1,293, Xandar
Echana, 15th June—Manila 16th June—
Harrold & Co.

TEAN, British str., 1,346, Sommerville, 21st

Sept.—Manila 18th September, General—
Butterfield & Swire.
TELEMACHUS, British str., 1,349, Williamson,
2th Sept.—Saigon 14th Sept., General—
Chinese.
TILLIWONG, Dutch str., 3,061, Von Wyk Jur-
riaans, 17th Sept.—Macassar 10th Sept.,
General—Java-China-Japan Lijn.
TJUMAH, Dutch str., 1,349, D. de Brouwers,
22nd Sept.—Anoy 20th Sept., General—
Java-China-Japan Lijn.
TOTOMI MARU, Japanese str., 2,462, A. Keith,
21st Sept.—Singapore 14th Sept., General—
Nippon Yusen Kaisha.

VERONA, German str., 3,036, H. Dobson, 16th

Sept.—New York 17th July, General—
Carlowitz & Co.
WAKANATSU MARU, Japanese str., 2,778, N.
Goda, 20th Sept. Se 31st Sept., Coal—
Mitsui Bisan Kaisha.

WIK, German str., 2,829, H. Carteau, 19th

Sept.—Moj 12th Sept., Ballast—Arnold, Karberg & Co.

WOOLWICH, British str., 1,845, A. Stoker, 11th

Sept.—Salina Cruz 26th July—China
Commercial Steamship Co.

YOSHUN, Chinese str., 1,079, J. A. Pratt, 17th

Sept.—Swatow 16th Sept., General—
Chinese.
Z. Y. DE ALMAGRO, Amer. str., 1,293, Xandar
Echana, 15th June—Manila 16th June—
Harrold & Co.

SAILING VESSELS.

EQUATOR, British barque, 2,953, J. McBrady,
1st Sept.—New York 10th May, Case Oil—
Shipped Oil Co.
F. CHAPMAN, American ship, 2,013, R.
Randall, 22th August—Manila 15th Aug.,
Ballast—Arnold, Karberg & Co.
S. P. HARRISON, American ship, 2,096, E. L. Zerk,
1st Sept.—Manila 20th August, Ballast—
Arnold, Karberg & Co.
HIS MAJESTY'S SHIPS
IN THE CHINA SQUADRON.
ALACRITY, despatch-boat, 1,700 tons, 10 guns,
3,000 h.p., Comdr. E. La T. Leathem,

Hongkong.

ASTRENE, 2nd class cruiser, 4,360 tons, 10 guns,
7,000 h.p., Captain C. L. Vaughan-Lee,

Mir Bay.

BRAMBLE, gunboat, 710 tons, 300 h.p., Lieut.<br

